

2017

WSDOT Environmental Awards

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Environmental Services Office Director
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2017 WSDOT Environmental Awards

Purpose: To inspire and recognize outstanding achievement in environmental stewardship



Matsen Creek Emergency Repair



SR 105 North Cove Vicinity (Washway Beach)
Erosion Protection Project

2017 WSDOT Environmental Awards

Award Categories

- Environmental Excellence
- Environmental Process Improvement
- Director's Choice



Beaver repellent



Black Tank Clean up
Heavy oil contamination



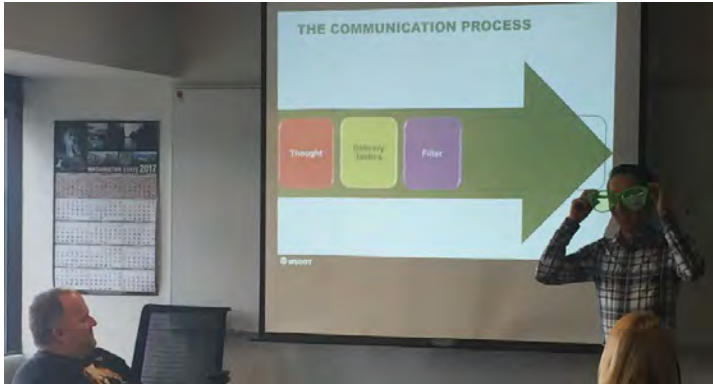
I 405/SR 167 Interchange Direct Connector
Noise wall installation



Corridor Sketch Initiative

2017 WSDOT Environmental Awards

Evaluation process



Community Engagement Training



Newaukum River Bridge Advertisement



SR 7 Culvert Replacement – Pipe Bursting



I-5 Northbound HOV Bridge over the Puyallup River

Environmental Excellence Nominees

I-90 North Fork Issaquah Creek Fish Passage – *innovative problem solving and application of new public communication strategies*

SR 167 8th to 277th Southbound HOT Lane Extension Project -- *innovative approach to culvert replacement*

I-5 Portland Avenue to Port of Tacoma Road Northbound HOV -- *intense water quality monitoring and few compliance issues*

SR 531 Edgecomb Creek Fish Passage – *innovative problem solving*

North Kitsap Fish Barrier Removal -- *replaced 3 fish barriers in short timeframe*

SR 108 Little Skookum Creek Fish Barrier Removal – *excellent tribal coordination and communication by WSDOT and contractor*

Environmental Excellence

Nominees – *continued*

I-405 / SR 167 Interchange Direct Connector Project – *creative solution to noise wall construction*

Matsen Creek – Emergency Repair – *took advantage of an emergency repair to restore fish passage*

SR 520 West Approach Bridge North – Electrical – *design and build facilities to protect lake from oil spill from electrical transformer*

North Spokane Corridor, Phase 1 – Black Tank – *developed plan for 7 acres of heavy oil clean up*

Stampede Pass Advanced Mitigation Site – *opportunistic mitigation from a former WSDOT maintenance site*

Tarlatt Slough Advanced Mitigation Site – *restored approximately 50 acres of estuarine habitat*

2017 Environmental Excellence Award

Co - winners

2017 Environmental Excellence Award

**Tom Brasch's PE Office and
Eastern Region Maintenance
Area 4, Real Estate Services,
Materials Lab, and
Environmental/Hydraulics
Offices**

Matsen Creek
Emergency Repair



Matsen Creek Emergency Repair



Inlet of the old, tiny, culvert



New, fish passable culvert



Water transfer to new cmp



What can happen when a culvert doesn't function properly



Rebuilding the road

2017 Environmental Excellence Award

John Chi's Project Design Team – Northwest Region

SR 531 Edgecomb Creek Fish Passage



Before

Edgecomb Creek Fish Passage



After

Environmental Process Improvement Nominees

New Roadside Manual Chapter – Revegetation for Stream Restoration and Fish Passage Projects – *new chapter will lead to consistency in WSDOT landscape designs and efficiency in the design and permitting processes*

Beaver Dams – *creative solution to discourage beavers near a highway*

SR 508 South Fork Newaukum River Bridge – *new protocols and strategies for marketing historic bridges*

Stormwater BMP Maintenance Plans/NPDES Municipal Permit Compliance – *plan to ensure long lasting, clean stormwater from treatment BMPs*

Corridor Sketch Initiative – *Identifies and incorporates environmental needs of a corridor at the beginning of the planning process*

Community Engagement – Train the Trainer Program – *provides tools for successful community engagement*

Environmental Process Improvement Nominees -- *continued*

SR 7 Culvert Replacement Project – Pipe Bursting – *new technique for culvert replacement*

SR 8 Middle and East Forks Wildcat Creek Fish Barrier Removal – *replacement of two fish barriers using new habitat parameters*

SR 432 SR 4322 Industrial Way Oregon Way (IWOW) EIS Process – *created innovative process to implement new federal requirements and practical design*

SR 105 North Cove Vicinity – Washaway Beach Erosion Protection – *used a new and innovative technique to help protect the highway*

GHG Reduction – *created a team to reduce GHG emissions and collaborate on sustainability measures at Washington State Ferries*

South Transit Station Access – *interagency work to advance WSDOT vision – to be the best in providing a sustainable and integrated multimodal transportation system*

2017 Environmental Process Improvement Award

Kelso Design Office and Southwest Region Environmental Services Office

SR 432 SR 433

**Industrial Way Oregon Way
EIS Process**

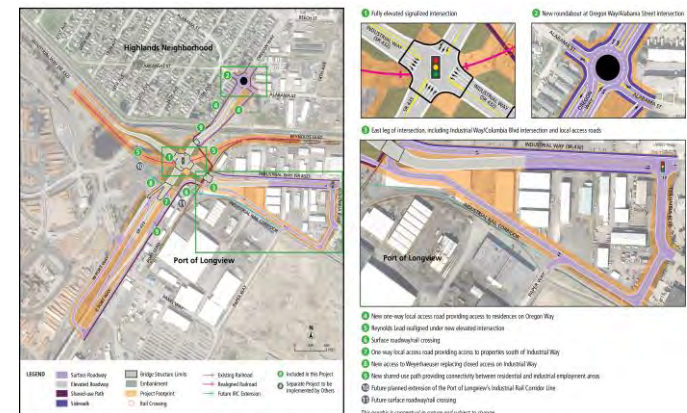
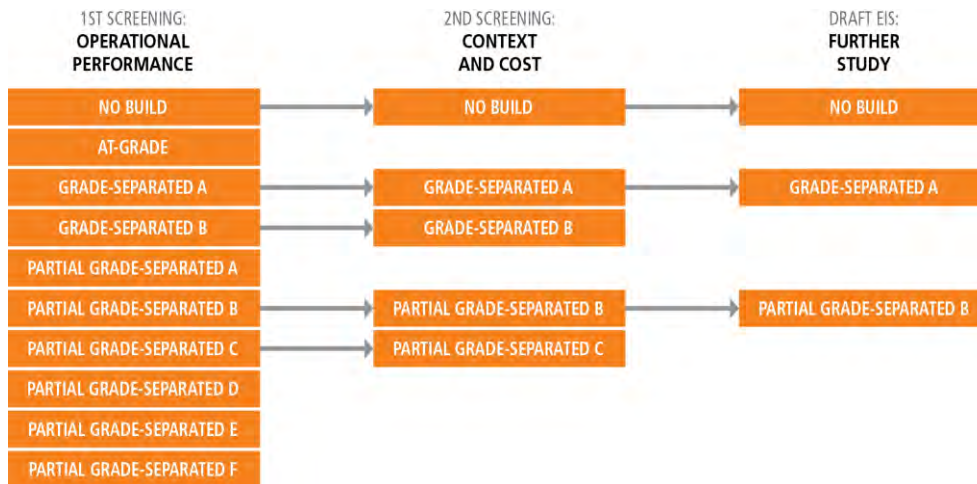
The screenshot shows the homepage of the Industrial Way Oregon Way project website. At the top, there is a header with the project logo and the tagline: "To enhance safety, reduce congestion and improve system reliability and connectivity, while supporting local and state economies". Below the header is a navigation bar with links: Home, Overview, History, Schedule, News, FAQs, Documents, Archived Documents, and Contact Us. The main content area is titled "What is the project?" and includes an "Overview" section with a map and text describing the project's purpose. It also features a "Goals and Objectives" section with a list of goals, a "History" section with a timeline, and a "Schedule" section. On the right side, there is a "What's New" section with a list of updates, a "Get Involved" section with a sign-up form, and a "Project Partners" section with logos of various organizations including Corvallis County, Cedc, CWCOG, The City of Longview, Washington, Kelso, and the Port of Longview. At the bottom, there is a "In coordination with:" section with logos of the Washington State Department of Transportation and the Federal Highway Administration.

Project website homepage
www.IndustrialOregonWay.org

Project informational materials

SR 432 SR 433 Industrial Way Oregon Way EIS Process

	NO BUILD	AT-GRADE IMPROVEMENTS	GRADE-SEPARATED INTERSECTION		PARTIAL GRADE-SEPARATED (PGS) INTERSECTION					
			GRADE-SEPARATED OPTION A	GRADE-SEPARATED OPTION B	PGS OPTION A	PGS OPTION B	PGS OPTION C	PGS OPTION D	PGS OPTION E	PGS OPTION F
1A CONGESTION RELIEF Delay without Train Blockages	▼	▲	▲	●	▲	▲	▲	▲	▲	▲
1B CONGESTION RELIEF Delay with Train Blockages	▼	▼	▲	●	▼	▲	▲	●	▲	▲
1C TRAVEL RELIABILITY Recovery Time After Train Blockage Ends	▼	▼	▲	▲	■	●	●	■	■	■
1D TRAVEL RELIABILITY Probability Any Vehicle Trip is Interrupted by Train Blockage	▼	▼	▲	▲	■	●	●	●	●	●
1E TRAVEL RELIABILITY Probability Emergency Response Trip is Interrupted by Train Blockage	▼	▼	▲	▲	■	▲	▲	●	▼	●
DOES CONCEPT ADVANCE TO NEXT SCREENING? (YES/NO)	Yes (Required)	No <small>Does not improve travel reliability or adequately accommodate vehicle movement in all future conditions; does not maintain or improve emergency response.</small>	Yes	Yes	No <small>Does not improve travel reliability or adequately accommodate vehicle movement in all future conditions; does not maintain or improve emergency response.</small>	Yes	Yes	No <small>Other PGS alternatives (PGS-B and PGS-C) perform better for emergency service providers and provide better recovery time and lower delay for other traffic.</small>	No <small>Other PGS alternatives (PGS-D and PGS-E) perform better for emergency service providers and provide better recovery time and lower delay for other traffic. Mitigating a first-flare facility (Interchange) Oregon Way.</small>	No <small>Other PGS alternatives (PGS-F and PGS-G) perform better for emergency service providers and provide better recovery time and lower delay for other traffic. Mitigating a first-flare facility (Interchange) Oregon Way.</small>



Graphics showing considerations in the alternative screening

Environmental Process Improvement - - Honorable Mentions

SR 7 Culvert Replacement - Pipe Bursting

Chehalis Design Team Southwest Region and Granite Construction

Stormwater BMP Maintenance Plans/NPDES Municipal Permit Compliance

Northwest Region Maintenance Areas 1, 2, 3, 4 & 5
(Chris Johnson, Bob Jackson, Kevin Hall, Cong Ly, Mike Walker, Joh Maas, Chante Floreani, Yared Bereded-Samual, Sejata Jones, Dave McCormick, Erik Hansen)

Director's Award Nominees

Tim Thomson, Susan Wicker, Kenneth Harmon-Brown for the Sound Transit Construction Upgrade – *individuals going the extra mile to protect the environment around I-90*

Ruth Park on the I-90 North Fork Issaquah Creek Fish Passage – *excellent collaboration and coordination through many hurdles*

Environmental Excellence Nominees

Environmental Process Improvement Nominees

Other agency wide efforts

Director's Award

**Co – winners
Team &
Individual**

2017 Environmental Director's Award

Southwest Region Environmental Services and Roadside and Environmental Mitigation Program

Tarlatt Slough Advance Mitigation



Tarlatt Slough Mitigation Site

Tarlatt Slough Advance Mitigation



Tarlatt Slough Mitigation Site from the air

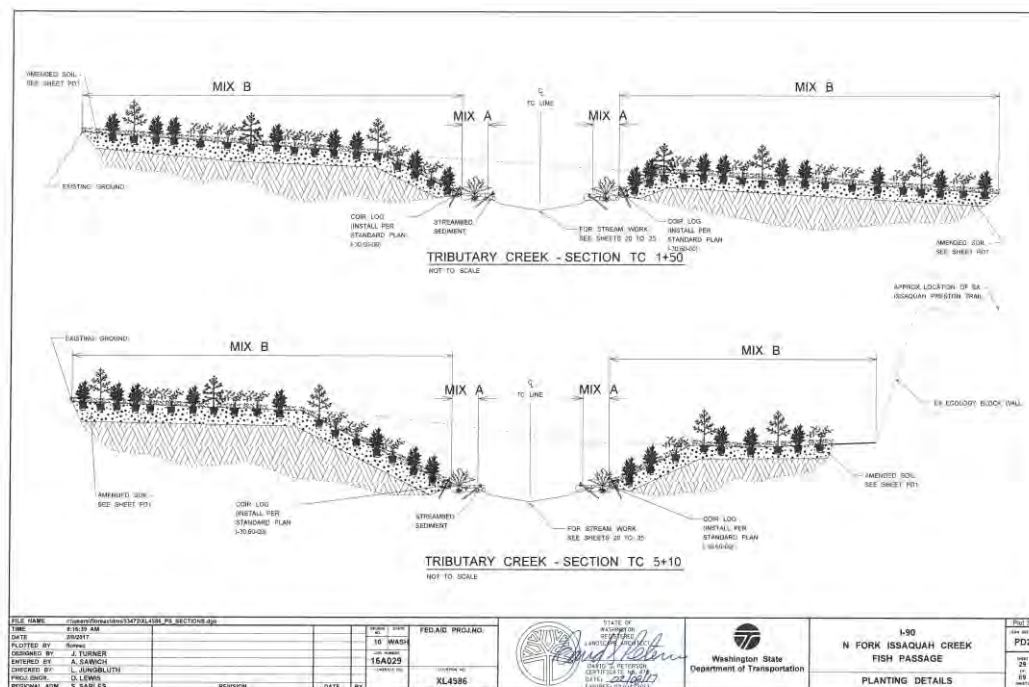


Tidal channel

2017 Environmental Director's Award

Juli Hartwig

New Roadside Manual Chapter:
Revegetation for Stream Restoration and Fish Passage Projects



Juli Hartwig

New Roadside Manual Chapter

Revegetation for Stream Restoration and Fish Passage Projects

Chapter 830

Revegetation for Stream Restoration and Fish Passage Projects

- 830.01 General
- 830.02 References
- 830.03 Resources
- 830.04 Definitions
- 830.05 Planning
- 830.06 Design
- 830.07 Restoration Considerations
- 830.08 Construction
- 830.09 Maintenance (Plant Establishment)
- 830.10 Additional Sources of Information



Exhibit 8: Logs and rocks used in restoration.

Revegetation for Stream Restoration and Fish Passage Projects

Chapter 830

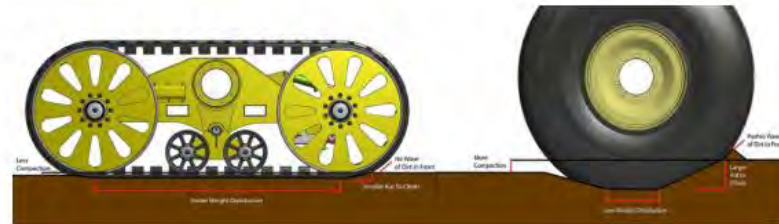
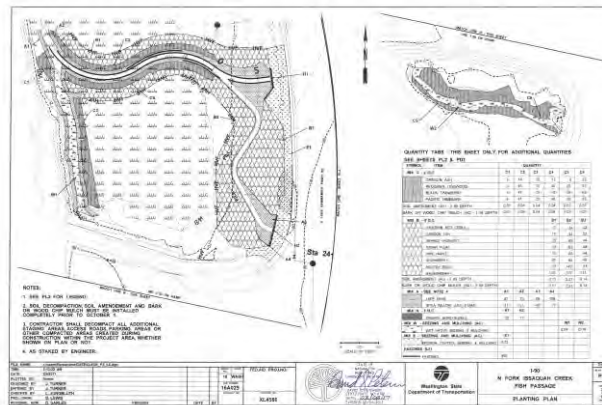


Exhibit 4: Effects of equipment type on soil.³



Chapter 830

Revegetation for Stream Restoration and Fish Passage Projects

830.09(2) Adaptive Management

The first fundamental rule during design is to set proper expectations for the restoration effort. Be clear about expectations versus experimental techniques. When including experimental techniques, accommodate some risk of failure or be flexible to make midcourse corrections. One effective way to set reasonable expectations from the beginning is to acknowledge uncertainty, evaluate performance, and make adjustments as part of the game plan.



Special Environmental Awards Raffle

This year we are holding a drawing for a special surprise to all those who submitted nominations and those nominated!

The prize, a day with the Avalanche Crew!

and the winner is....

John Chi



Thank you!



SR 8 Wildcat Creek Fish Barrier Removal